



National Transportation Safety Board Factual Data Collection Report of Accident

ANC09CA050

Aircraft Reg No: N915RC
Most Critical Injury: None

Location/Time

Nearest City/Place: Anchorage, AK
Occurrence Date: 06/07/2009
Occurrence Time: 1350 ADT

Flight Itinerary

Last Depart. Point: Same as Accident/Incident Location
Destination: Bulchitna Lake, AK

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: De Havilland / DHC-2
Serial Number: 70
Landing Gear: Float
Engine Type: Reciprocating
Engine Make/Model: Pratt & Whitney / R-985
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: James M Eule
Operator of Aircraft: James M Eule
Operator Address: Eagle River, AK
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land; Single-engine Sea

Flight Time (Hours)

Instrument Ratings: None
Medical Cert: Class 3
Date of Last Med. Exam: 01/2009

Total All Aircraft: 512
Total Make/Model: 21

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	3

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

The private pilot was operating the floatplane under the provisions of Title 14, Code of Federal Regulations Part 91. He received clearance to takeoff from the west waterway. The airplane was on step, gaining airspeed, and the takeoff run seemed normal to him. The airplane was nearing takeoff speed and proceeding directly down the waterway, when it encountered a right quartering tailwind gust that lifted up the right wing and float. The airplane veered to the left toward a steep bank, and the pilot was unable to correct the deviation with the rudder. He did not feel that he could reduce power as he would slam into the bank. The airplane lifted off, but the float collided with the top of the bank. The airplane cart wheeled about 160 degrees to the left before coming to rest on its right side. It sustained substantial damage to the wings, fuselage, and floats. The pilot reported that there were no mechanical malfunctions or failures. Reported wind at the airport approximately 3 minutes after the accident was from 020 degrees magnetic at 3 knots, with no recorded gusts.